7 Northern Border Vehicles

AQIM Handbook

Contents

Survey Guidelines

Each Field Office will be responsible for their respective random sampling schedules at their work locations. Each work location should develop standard operating procedures (SOP) to:

- Ensure random selection prevails over selective criteria
- Provide specific inspection criteria
- Stress the degree of inspection for pests

TABLE 7-1: Sampling Protocol based on number of personnel

If the number full time Agriculture Specialists is/are:	Then the sampling protocol is:
0	20[1] per month
1	Minimum of 5 per day (100 per month)[2]
2 or more	All COMPEX samples or a minimum of 300 per month[3]

1 Field Offices may decide to sample other unstaffed crossings on less than a monthly frequency. However, the minimum monitoring sample should remain at 20 per monitoring period.

2 These locations are encouraged to sample more than the minimum.

3 If COMPEX samples are not available, then apply an alternate sampling procedure that selects a minimum of 10 vehicles per day per staffed border crossing.

For each AQIM sample:

- Use the 7-point inspection procedures on all vehicles and 100% inspection procedures on all passenger baggage and personal effects.
- Record all needed data on the appropriate AQIM data worksheet.

- Report data using AQAS.

Each work location should provide copies of the random sampling schedules and the SOP to the PPQ Regional Representative.[1]

For FY06, Northern Border AQIM sampling must occur at the following ports (and the staffed crossings managed by these ports):

Port Name	State
Alex Bay	NY
Blaine	WA
Buffalo	NY
Calais	ME
Derby Line	VT
Detroit	MI
Eastport	ID
Highgate Springs	VT
Houlton	ME
International Falls	MN
Oroville	WA
Pembina	ND
Port Huron	MI
Rouses Pt./Champlain	NY
Sweetgrass	MT

FIGURE 7-1: FY06 Norther Border Sampling Locations

Passenger Vehicle Universe

Passenger vehicle includes automobiles, vans, recreational vehicles, cab area of all types of non-commercial trucks, and other similar passenger type vehicles.

Inspection Criteria for the 7-Point Inspection

The following areas of all randomly selected vehicles should be inspected:

1. Under hood
2. Glove compartment
3. Trunk area including side panel compartment
4. Under spare tire compartment

1 Eastern Region AQIM Representative: Mikell Tanner: 919-855-7317
Western Region AQIM Representative: Judy Pasek: 970-494-7580

5. Under seats
6. All luggage and handbags
7. Other interior side panel compartments

Pest Interception Procedures

Pest interception information resulting from random sample surveys is an important factor with regard to risk management. All quarantine material found needs to undergo 100 percent inspection for pests. All pest types and quantities found on quarantine material must be recorded on pest interception form(s).

Pest interceptions from seized items should be sent to port or area identifiers. Mark the interception **"PROMPT: NORTHERN BORDER MONITORING."**

Safety

Safe working conditions must be maintained at all times. When a condition develops that challenges the safety of the officer, the inspection should be terminated until the hazardous condition is corrected. The exercise of good judgement will dictate when these situations need to be addressed and how acceptable alternatives can be employed.

Northern Border– Vehicle Worksheet

There is one worksheet for recording information gathered from the inspection of vehicles at Northern border crossings for the purpose of AQIM. The form is available at:

http://www.aphis.usda.gov/ppq/manuals/port/pdf_files/AQIM_in_PDF/007-Northern_Border_Vehicle.pdf

Data Collection using Agriculture Quarantine Activity System (AQAS)

For detailed instructions on data collection, access the AQAS Users Guide at the following address:

https://mokcs14.aphis.usda.gov/aqas/login.jsp

Survey Results And How To Use Them

AQIM activities have been put into place to develop baseline data to help answer two basic questions:

1. What is the threat of agriculture pests approaching work locations?
2. How effective are the AQI operations managing this threat?

Preliminary results for Northern border vehicle surveys provide a general answer for Question 1. That is, there are varying rates at which prohibited agricultural materials approach the Northern border crossings. These prohibited agricultural materials are what could have agricultural pests.

Further analysis of the monitoring data is needed to determine the risk associated with the specific agricultural items approaching the work location. The origin and destination of the agricultural items are important to determine risk levels. Also, whether or not the agricultural items carry an actual agricultural pest is crucial to analyzing risk.

Analysis of the monitoring data needs to occur to answer the first question for specific work locations. Analysis tools are available to help with these analyses, which are explained in the next subsection. At the same time, PPQ holds risk analysis workshops around the country to introduce risk analysis concepts. At some work locations, Risk Management Teams are formed to look at monitoring data and other data which is normally collected. Those locations that contribute to a group sample may want to form an interstate risk management group.

At all other locations, analyses of monitoring data occur to understand the rates at which prohibited items and agricultural pests are approaching the borders of States, areas of the country, and the United States.

Once baseline rates are well established, port managers can use the monitoring data as a baseline to answer the second basic question: How effective are the AQI operations at managing the risk of introduction of agricultural pests and diseases? Again, each work location must conduct this type of analysis. AQIM provides a framework which work locations can use to carry out the analysis.

Questions to Guide Data Analysis

1. How many vehicles were selected for the sampling during the survey period?

   How many vehicles sampled required an action (seizure or other action required as a condition of entry) during the survey period?

   What is the action approach rate of vehicles requiring action (number of vehicles with one or more items categorized as seized or clean/treatment divided by the total number of vehicles sampled)?

   What is the total number of QMIs seized during the survey period?

   How many seizures (QMIs) came from the samples during the survey period?

   What is the QMI approach rate of vehicles with prohibited agricultural material (total number of QMIs divided by total vehicles sampled during the survey period)?

2. How many pest interceptions (actionable pests) were made from survey samples?

   Pest approach rate: What is the rate of pest interceptions in relation to number of vehicles (number of actionable pests divided by number of vehicles in the sample)?

3. How many QMIs were plant material? Meat or animal products?

   What is the rate of QMIs for plant material and meat or animal products?

   Is there a greater risk from plant material or animal products at the work location?

4. How many vehicles were sampled at each crossing? What is the rate of QMI seizures at each crossing? Which crossings have a higher rate of QMIs than vehicles?

   DISCUSSION:

   Are these crossings staffed accordingly? (Example: 30 percent of all vehicles surveyed crossed at Bridge A, 20 percent crossed at Bridge B, and 50 percent crossed at Bridge C. Fifteen (15) percent of the QMIs seized in the work location were seized at Bridge A, 35 percent were seized at Bridge B, and 50 percent

were seized at Bridge C.) Vehicles crossing Bridge B could represent the greater risk at the work location and staffing should be reviewed based on this risk.

5. What are the destinations of vehicles transiting the work location? Is local traffic (less than 25 miles from the work location) considered a high risk? What are the number of QMIs traveling to local locations versus distant locations?

   DISCUSSION:

   Which states are considered high risk States? How can you best select vehicles destined to these high risk States to protect U.S. agriculture?

6. Compare the **action** approach rate for each month of the survey period.

   DISCUSSION:

   Are there easily identified monthly trends when the rate of QMIs transiting the work location are higher?

   Are there seasonal trends or do higher rates correlate with national or religious holidays, beginning or end of the school year, vacation periods, etc.?

   Do these rates correlate with traditional peak and off-peak travel times?

7. Generate a listing and frequency of items seized. What are the top five items most frequently seized? Which QMIs present the greatest risk?

8. Which vehicles (and at which crossing) were carrying prohibited items? Where were the items found, hand carried bags, passenger compartment, glove box, truck, luggage? Did the passenger declare all prohibited items? Was the passenger traveling alone, as a couple, or family? What was the reason for travel business, vacation, visit family, tour group, school? What type of vehicle was used to transport prohibited items?

   DISCUSSION:

   How do current selective targeting factors compare with survey results?

   What selectivity factors could be changed or added to identify vehicles carrying prohibited items?

What percentage of resources are dedicated to staffing AQI activities for northern border vehicles at the work location?

What is the relative risk of northern border vehicles compared with other pathways in the work location?

Should resources be reallocated among all the pathways in the work location to better address the relative risk of the pathways?

9. Apply the monitoring results to the total approaching population to estimate the number of QMIs and pest interceptions likely to transit the port during the survey period by answering:

How many total vehicles entered the port during the survey period? Using the rate of QMIs and pest interceptions from AQIM, calculate estimates of the number of QMIs and actionable pests transiting the port.

DISCUSSION:

What percentage of all QMIs transiting the port were seized as a result of the AQI program, use WADS data?

How does the estimated number of QMIs compare with the reported number of QMIs on WADS?

How does the estimated number of actionable pest interceptions compare with the reported number of actionable pests on WADS?

What percentage of all actionable pests transiting the port were intercepted as a result of the AQI program?